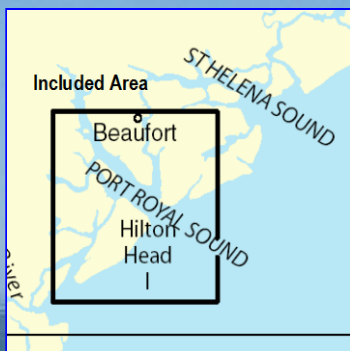


BookletChart™

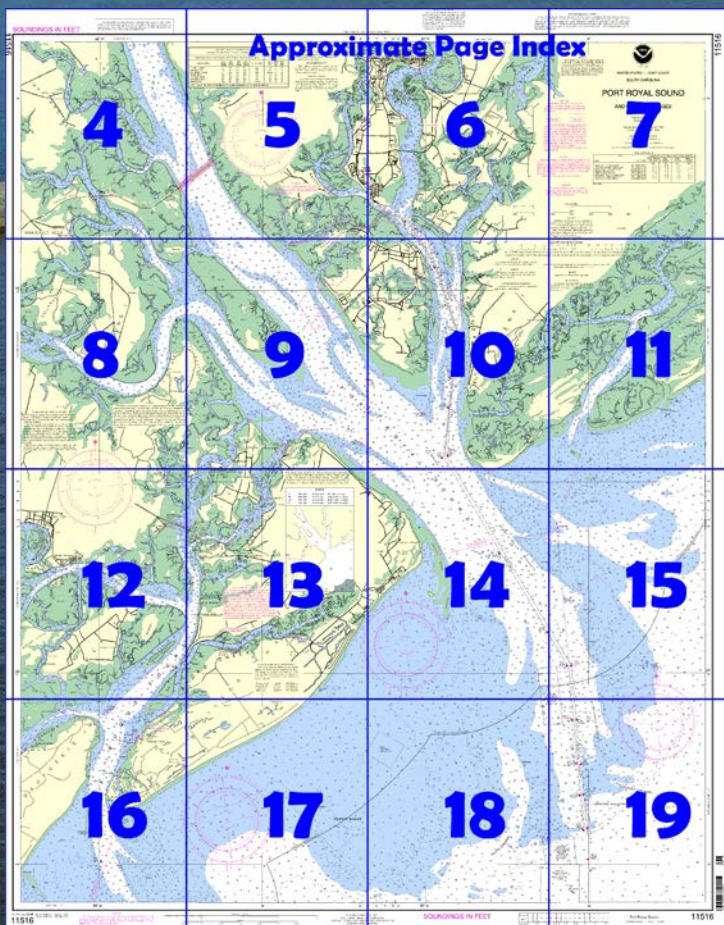
Port Royal Sound and Inland Passages NOAA Chart 11516



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11516>.



(Selected Excerpts from Coast Pilot)

Morgan River flows into St. Helena Sound from westward. The river is about 8 miles long and at its head connects with Chowan Creek, a tributary of Beaufort River. At the divide, this passage is nearly dry at low water where U.S. Route 21 highway bridge has a 28-foot fixed span with a clearance of 4 feet. The mean range of tide near the head of Morgan River is about 7 feet. **Coffin Creek**, on the south side of Morgan River near the mouth, has a shrimp-packing plant

1.7 miles above the creek mouth. In 1985, the reported controlling depth was 2 feet across the bar at the mouth, thence 8 feet in midchannel to the plant. On **Village Creek**, about 0.8 mile above Coffin

Creek, there are two shrimp-packing plants where diesel fuel and supplies may be obtained, in an emergency only. In 1985, using local knowledge, a reported depth of 5 feet was available from the entrance to the shrimp-packing plants 1.5 miles upstream. **Edding Creek** is about 1.5 miles west of Village Creek. In 1983, the reported controlling depth in the creek was 5 feet for a distance of 2.5 miles.

On **Jenkins Creek**, about 2.1 miles westward of Edding Creek, are two shrimp-packing plants on the east side of the creek about 1.5 to 2 miles above the mouth. In 1994-1999, the reported controlling depth was 11 feet to these plants where diesel fuel, water and ice can be obtained in an emergency.

On the south shore of the Morgan River, west of Jenkins Creek, a marina has berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramp and wet and dry storage. Hull, engine and electronic repairs can be made; a 50-ton lift is available.

Trenchards Inlet, just northeast of Port Royal Sound, has a bar which extends about 2 miles from shore; the narrow unmarked channel over the bar had a reported controlling depth of 3 feet in 1983. Local knowledge is advised. This inlet is connected at its head by Station Creek, which joins Port Royal Sound to the westward.

Port Royal Sound, one of the largest deepwater harbors on the Atlantic Coast between Cape Henry and Key West, has an entrance about 2 miles wide between **Bay Point** on the northeast and **Hilton Head** on the southwest. It is about 50 miles southwest of Charleston and is the ocean entrance to Port Royal and Beaufort.

Channels.—A Federal project provides for a dredged channel 27 feet deep across the bar and through the sound to Bay Point, thence 24 feet in Beaufort River to a 27-foot turning basin in Battery Creek at Port Royal. (See Notice to Mariners and latest editions of the charts for controlling depths.) **South Channel** to the westward of the dredged channel and **Southeast Channel**, between Martins Industry and St. Michaels Breaker just north of it, are the more important. The dredged channel is well marked by lights, lighted ranges, and buoys. The channel in Beaufort River, from the dredged channel northward to Beaufort, is part of the Intracoastal Waterway and had a reported controlling depth of 12 feet in 1983. (See chart 11518.)

Anchorage.—Port Royal Sound has natural depths of from 26 to 50 feet and is sometimes used as a harbor of refuge in winter. The best anchorage is off the mouth of Beaufort River westward of Bay Point northwest of Lighted Buoy 25. The holding ground on the rocky bottom south of Bay Point is poor. There is also good anchorage in 22 to 26 feet to the eastward of the dredged channel off the mouth of Chowan Creek.

Dangers.—The breaking shoals extending almost 10 miles off Bay Point, eastward of the entrance channel, and for about 8 miles off Hilton Head Island, are the principal dangers. In thick weather, vessels should not approach the entrance too closely before picking up the pilot, especially on the flood, when the current sets directly onto the shoals: **Martins Industry**, the outermost shoal, **St. Michaels Breakers**, just north of it, and the **Great North Breakers**, between it and Bay Point. **Gaskin Banks**, **Fishing Bank**, and **Joiner Bank** are to the westward of the entrance channel. In 1995, a submerged wreck was about 1.5 miles southwest of Port Royal Sound Lighted Whistle Buoy P, in about 32°04'05"N., 80°36'14"W.; and submerged obstructions were about 0.35 mile southward and 1 mile south-southwestward of Lighted Whistle Buoy P., in about 32°04'51"N., 80°34'57"W., and 32°04'18"N., 80°35'31"W., respectively.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander
7th CG District
Miami, FL

(305) 415-6800

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



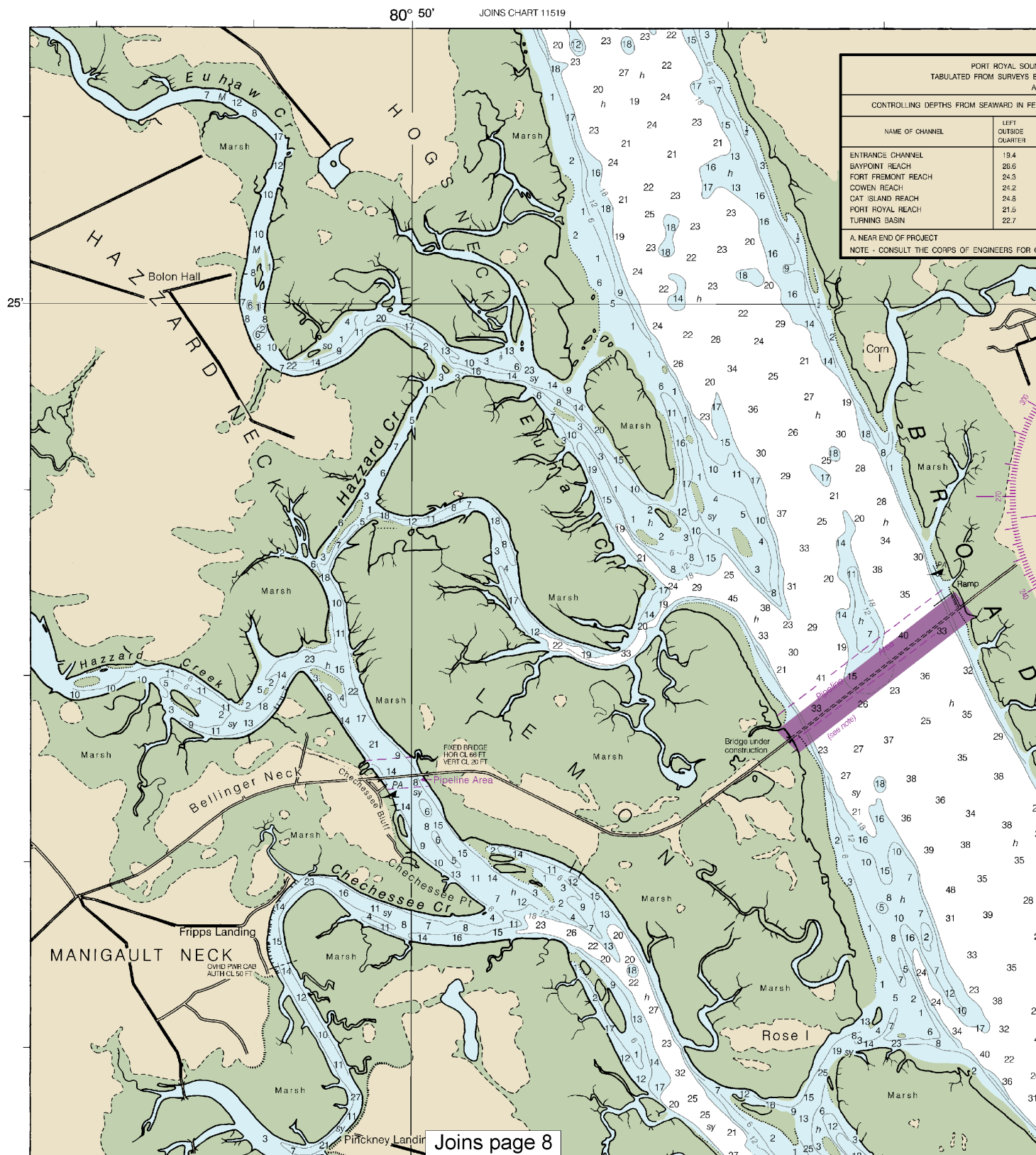
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

11516



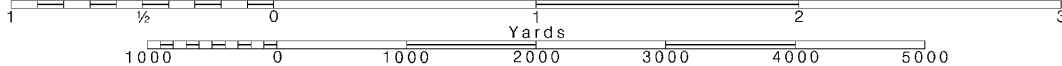
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

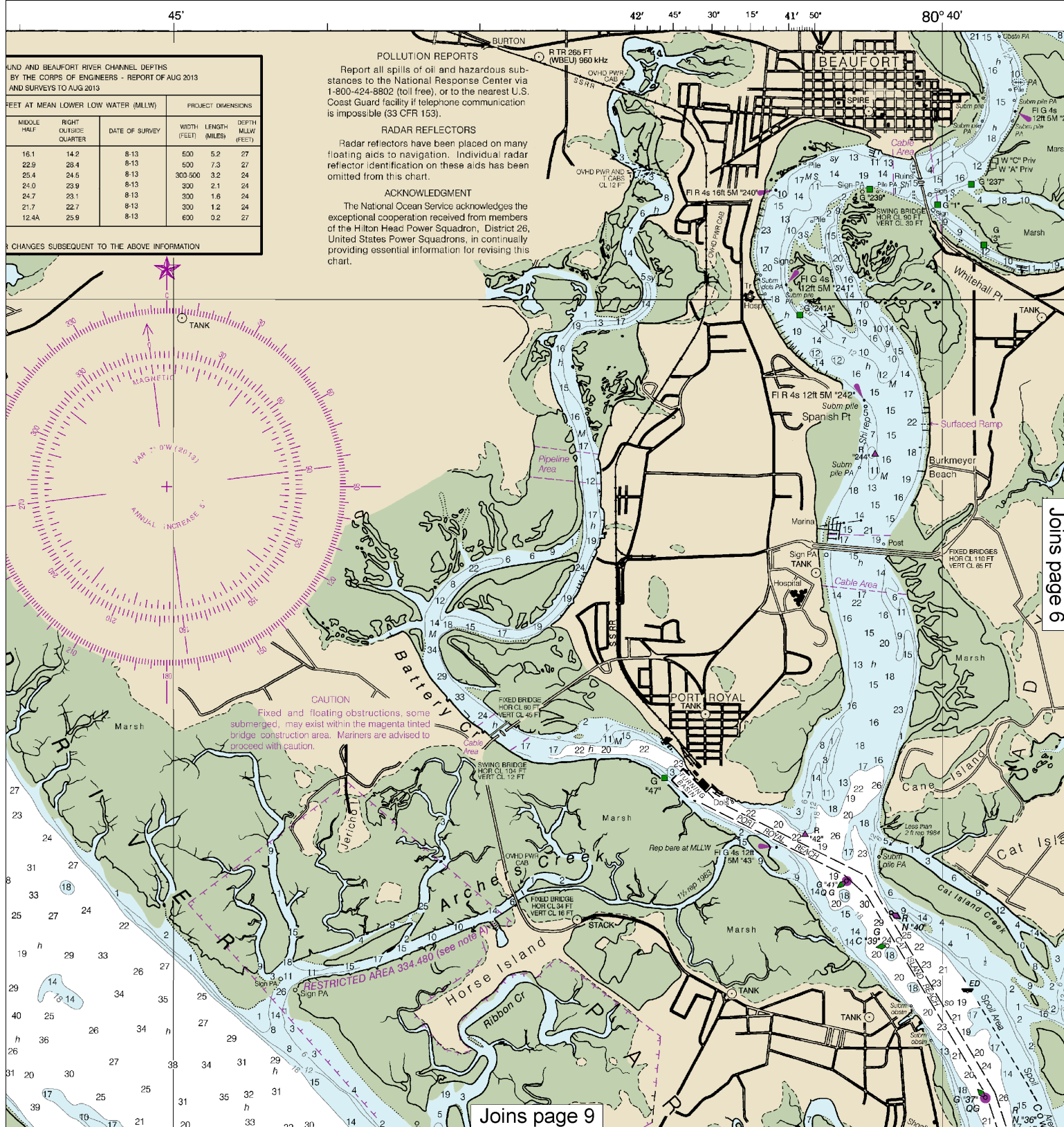
See Note on page 5.



HORIZONTAL DATUM

The horizontal reference datum is North American Datum of 1983 for charting purposes is considered to the World Geodetic System 1983. Geographic positions referred to the American Datum of 1927 must be corrected by an average of 0.725' northward and 0.0 to agree with this chart.

Formerly C&GS 571, 1st. Ed., July 1898 C-1898-24 KAPP 223



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.725" northward and 0.615" eastward to agree with this chart.

Formerly C&GS 571, 1st. Ed., July 1898. C-1898-24 KAPP 223

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

The National Ocean Service acknowledges the exceptional cooperation received from members of the Hilton Head Power Squadron, District 26, United States Power Squadrons, in continually providing essential information for revising this chart.

DIMENSIONS	
	DEPTH MLLW/ (FEET)
	27
	27
	24
	24
	24
	27

Joins page 5

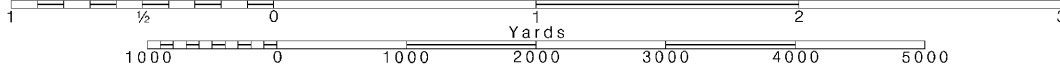
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

Joins page 10

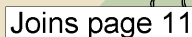
SCALE 1:40,000
Nautical Miles

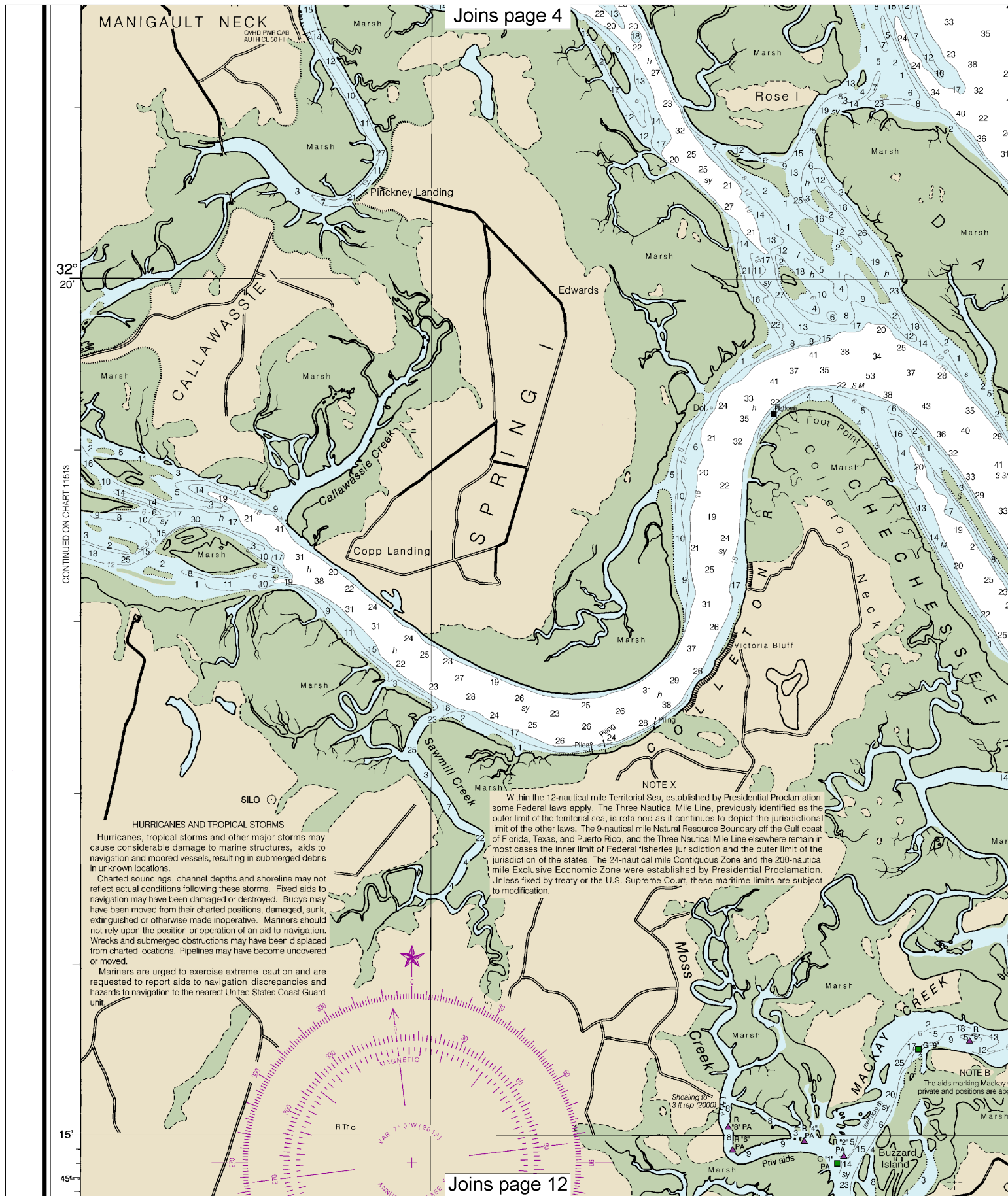
See Note on page 5.

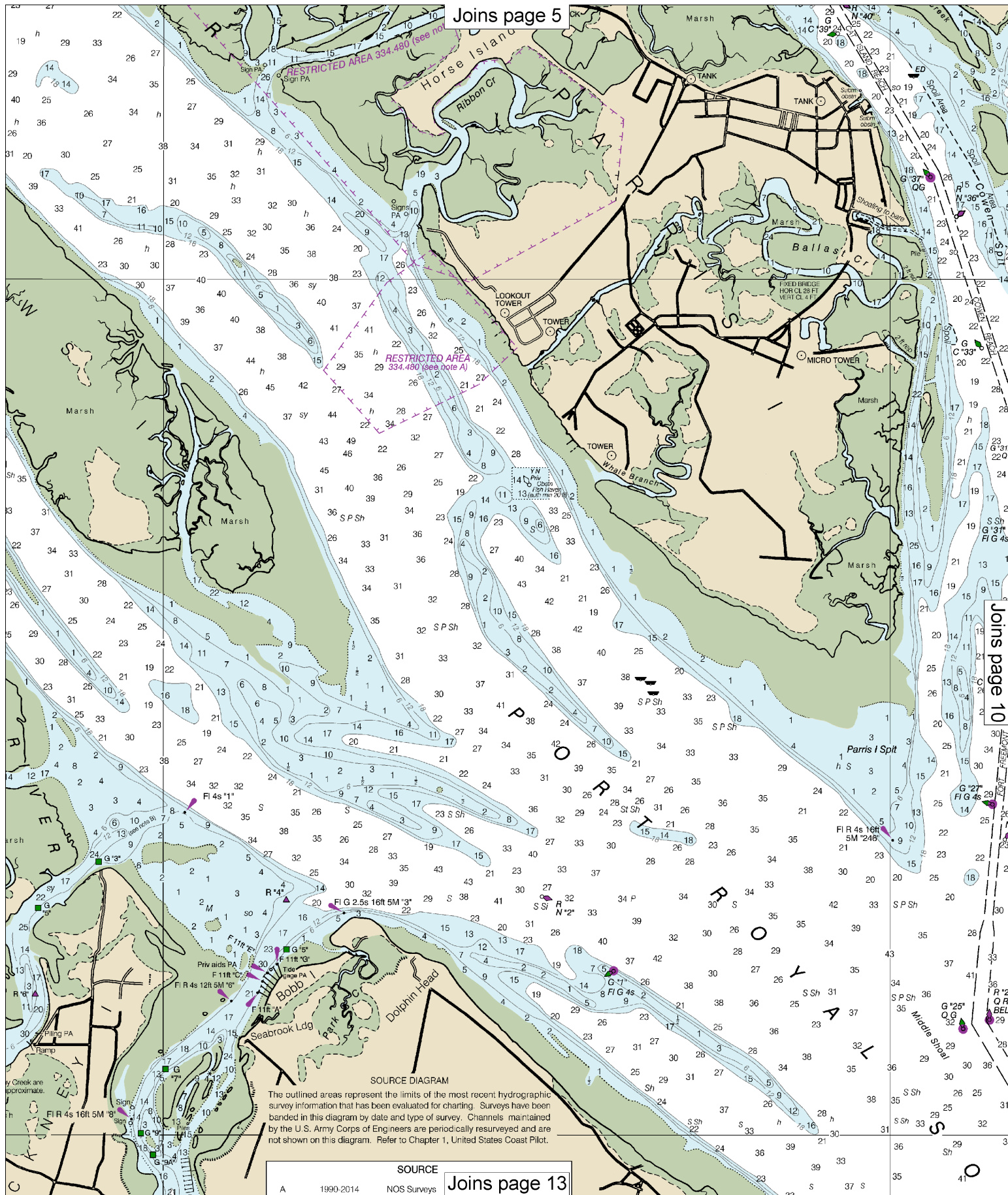
Note: Chart grid lines are aligned with true north.



6







Joins page 5

Joins page 10

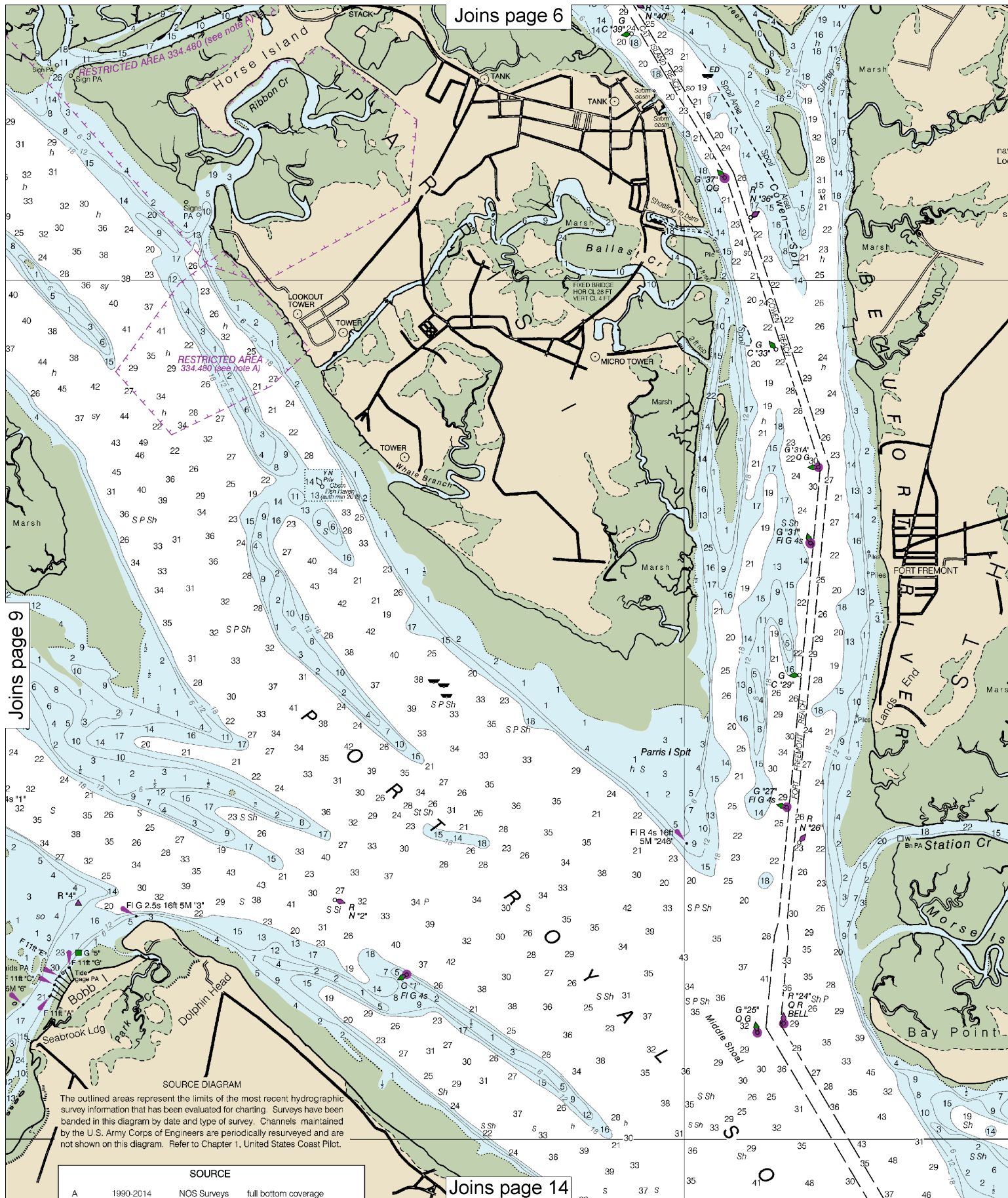
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990-2014

NOS Surveys

Joins page 13



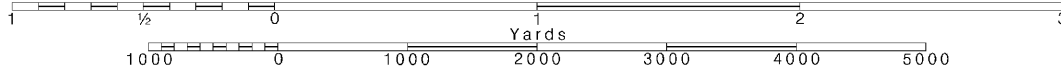
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
 Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 ○ (Accurate location) o (Approximate location)

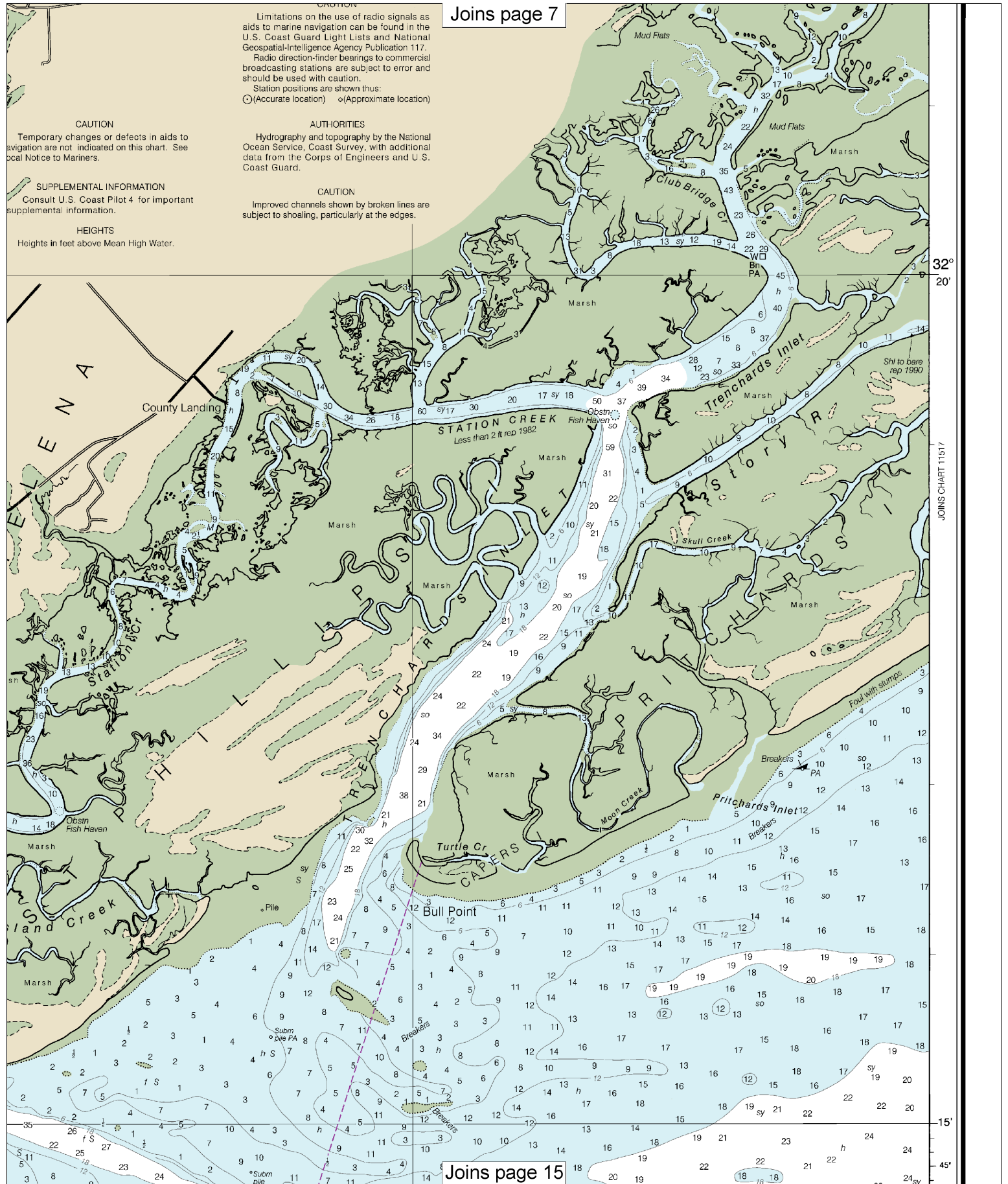
CAUTION
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES
 Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HEIGHTS
 Heights in feet above Mean High Water.

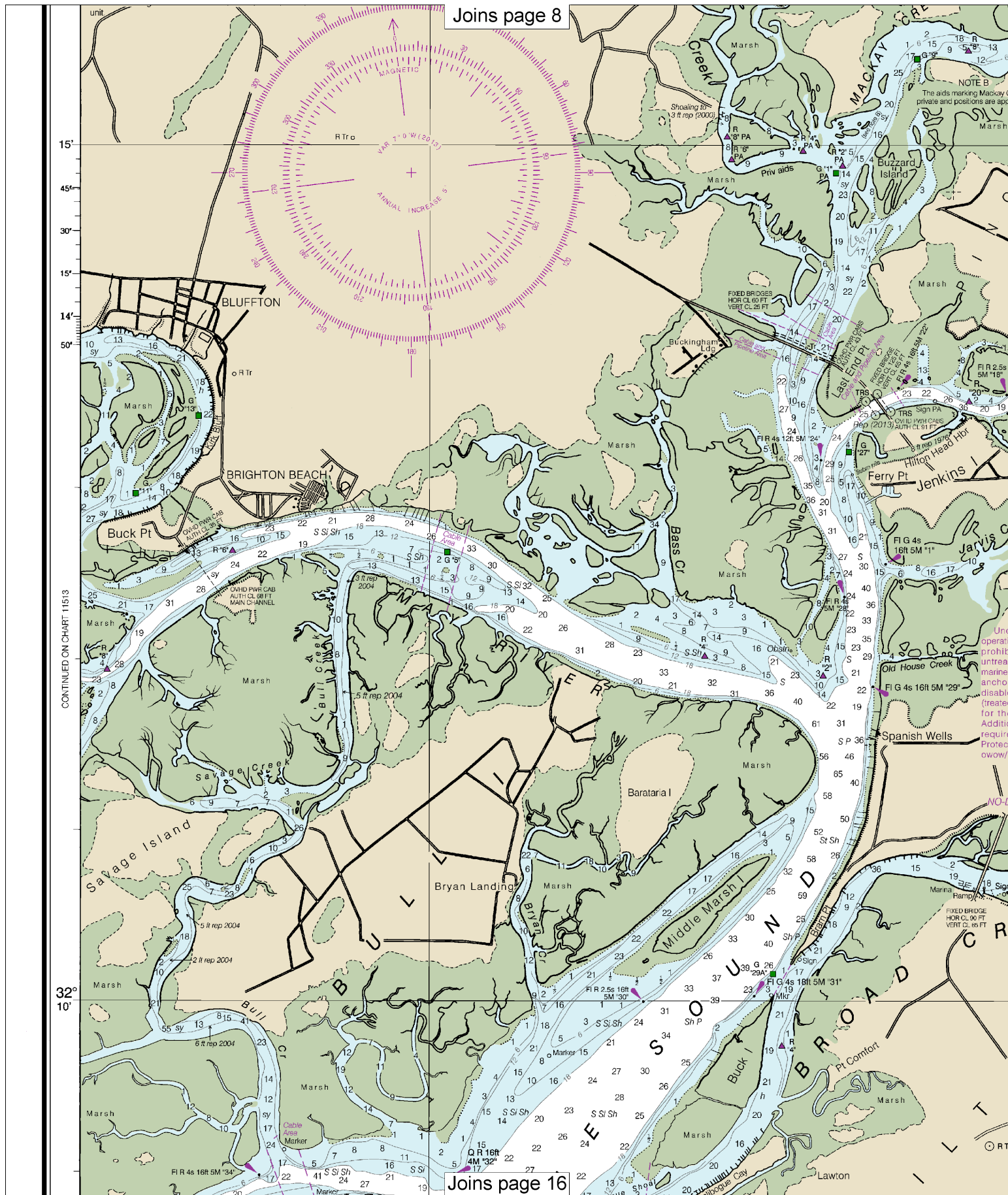


JOINS CHART 11517

32° 20'

15'

45°



Joins page 8

Joins page 16

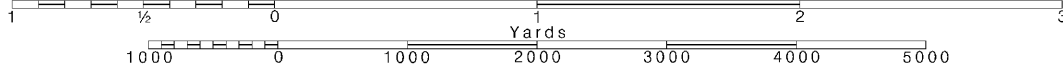
12

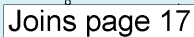
Note: Chart grid lines are aligned with true north.

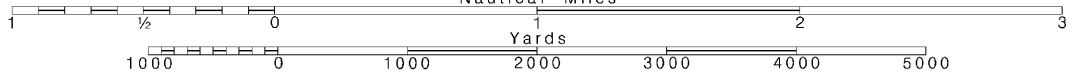
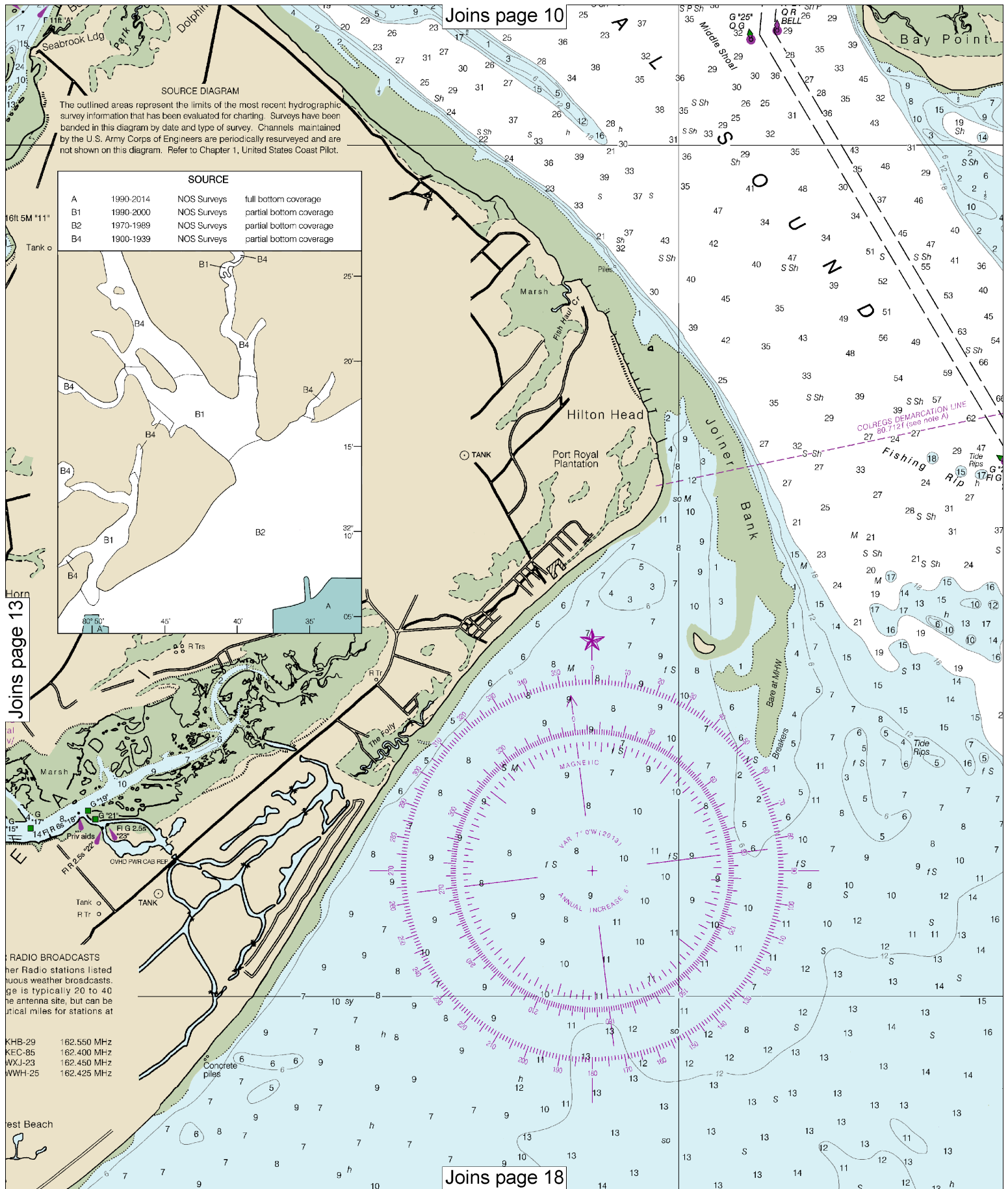
Printed at reduced scale.

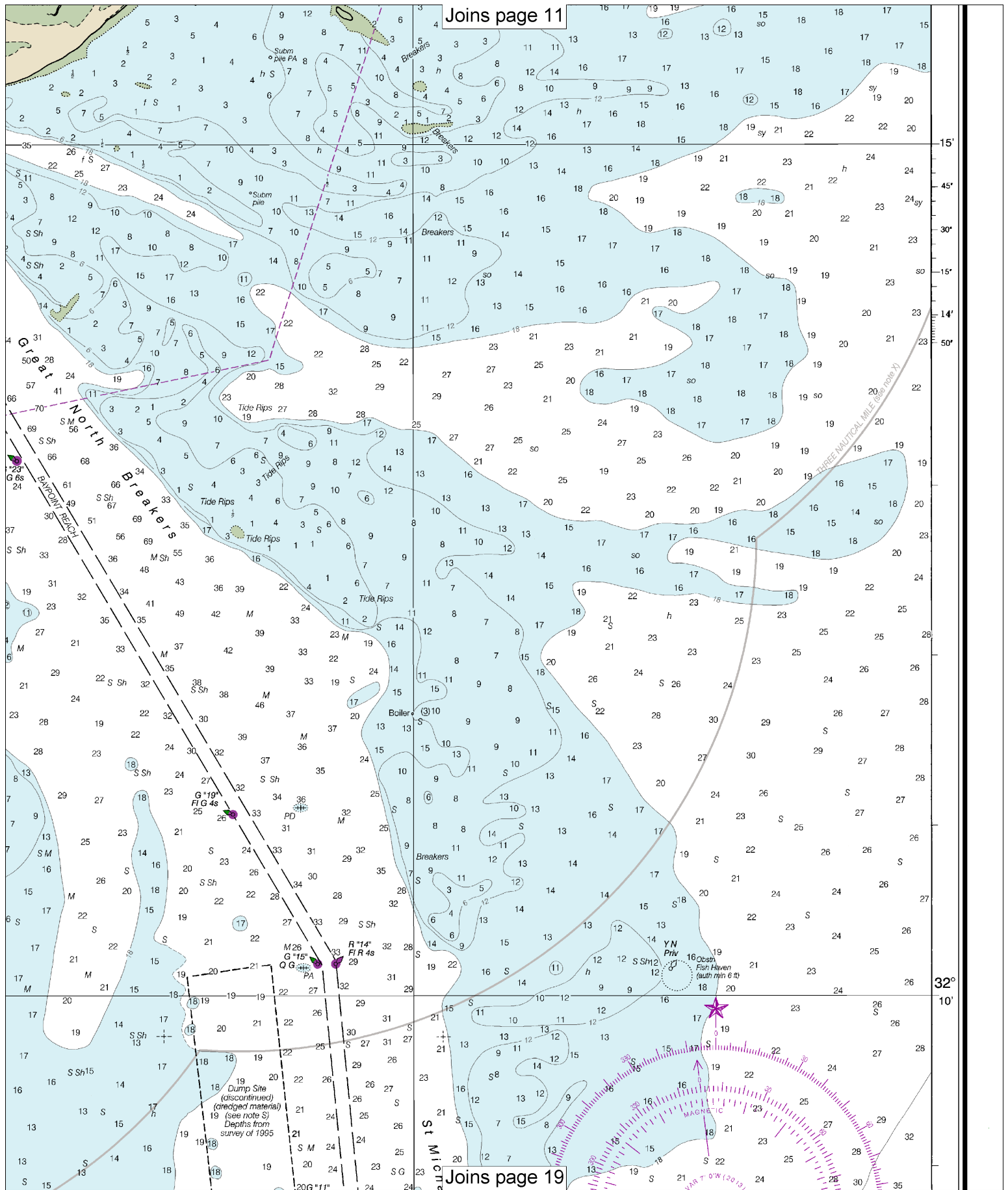
SCALE 1:40,000
Nautical Miles

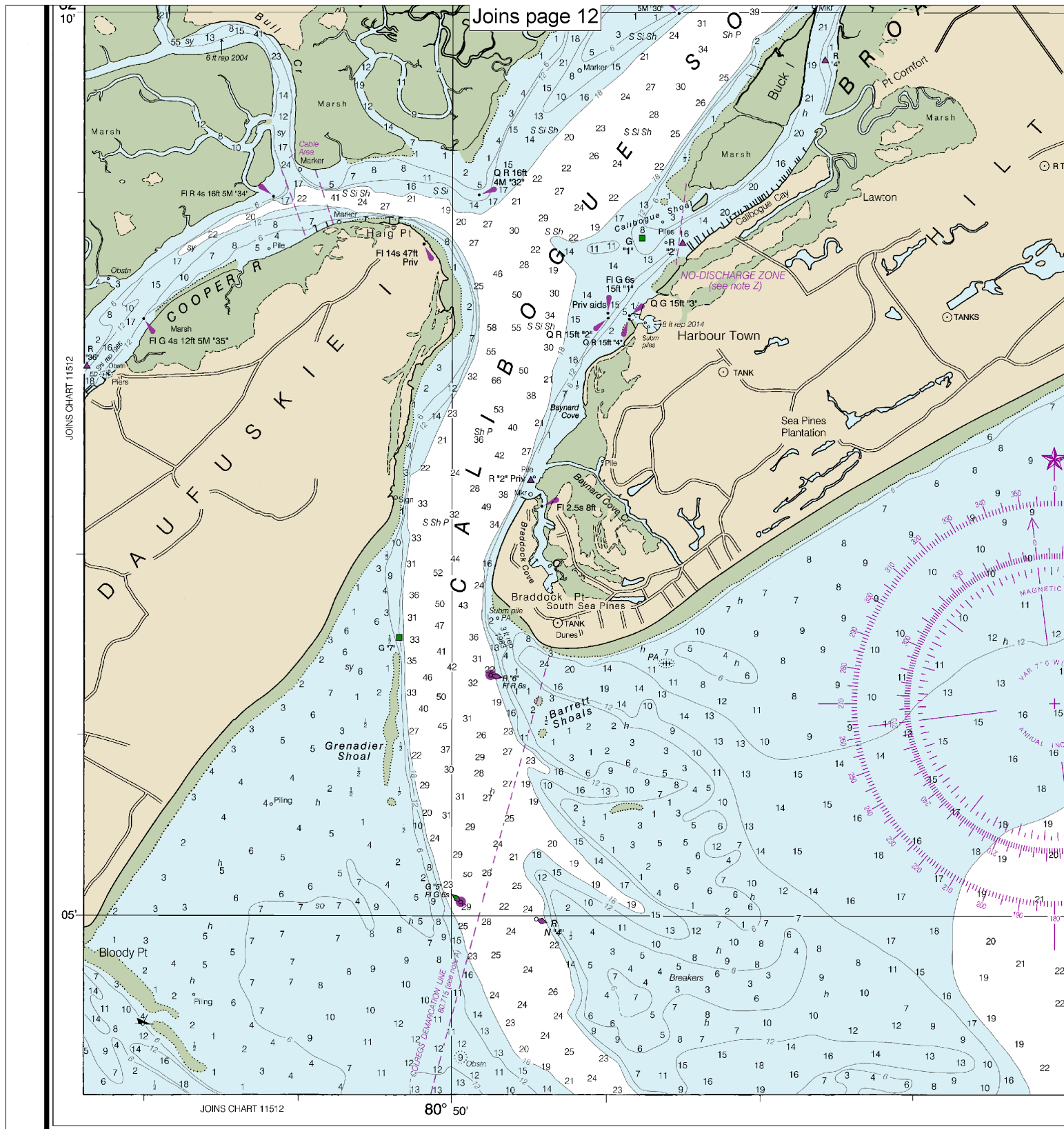
See Note on page 5.











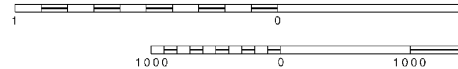
32nd Ed., Dec. 2013

11516

Last Correction: 3/17/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at: nauticalcharts.noaa.gov.



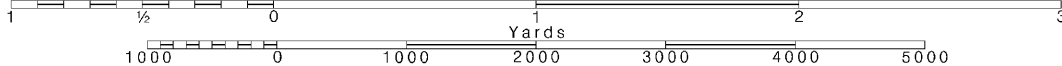
16

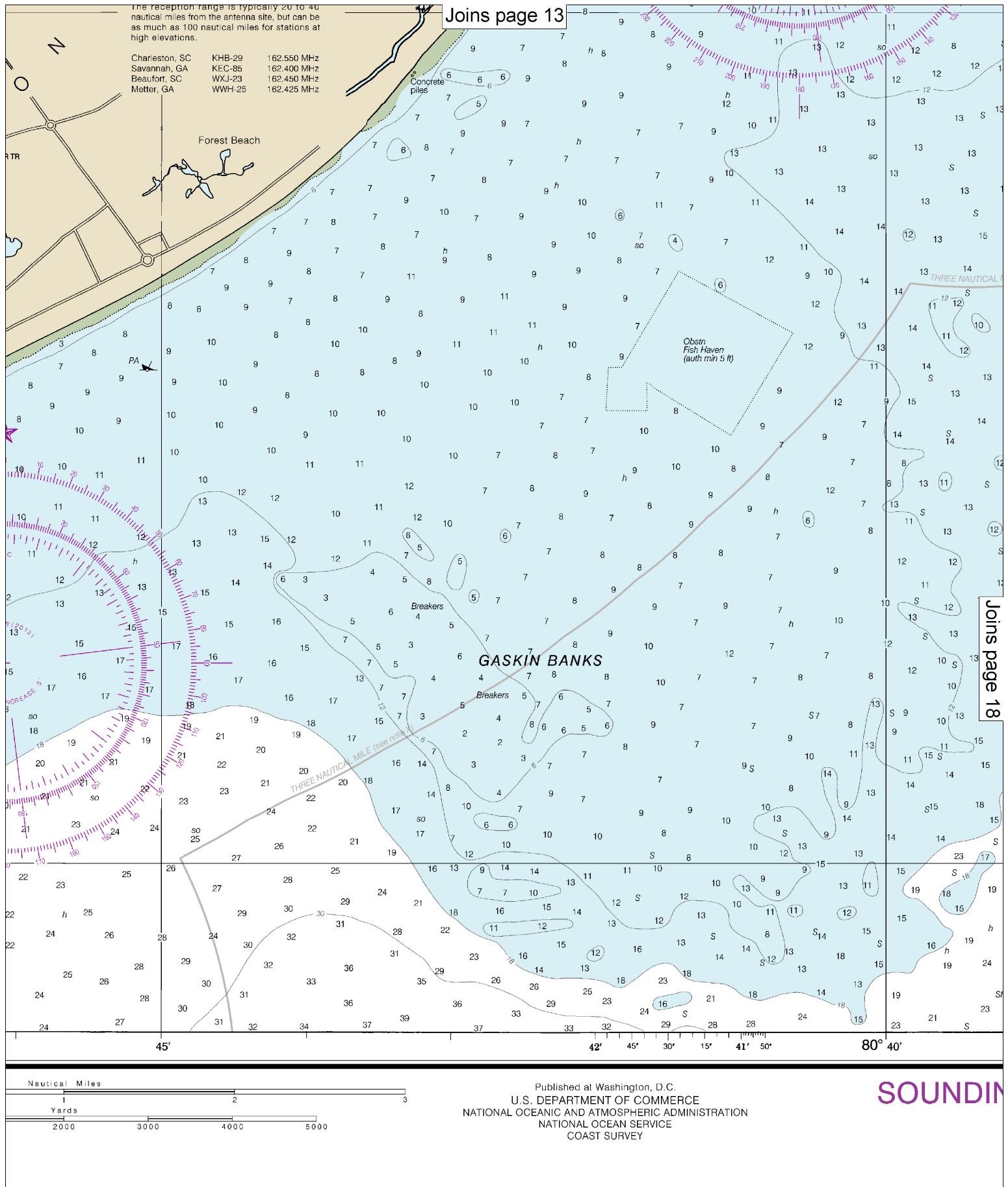
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





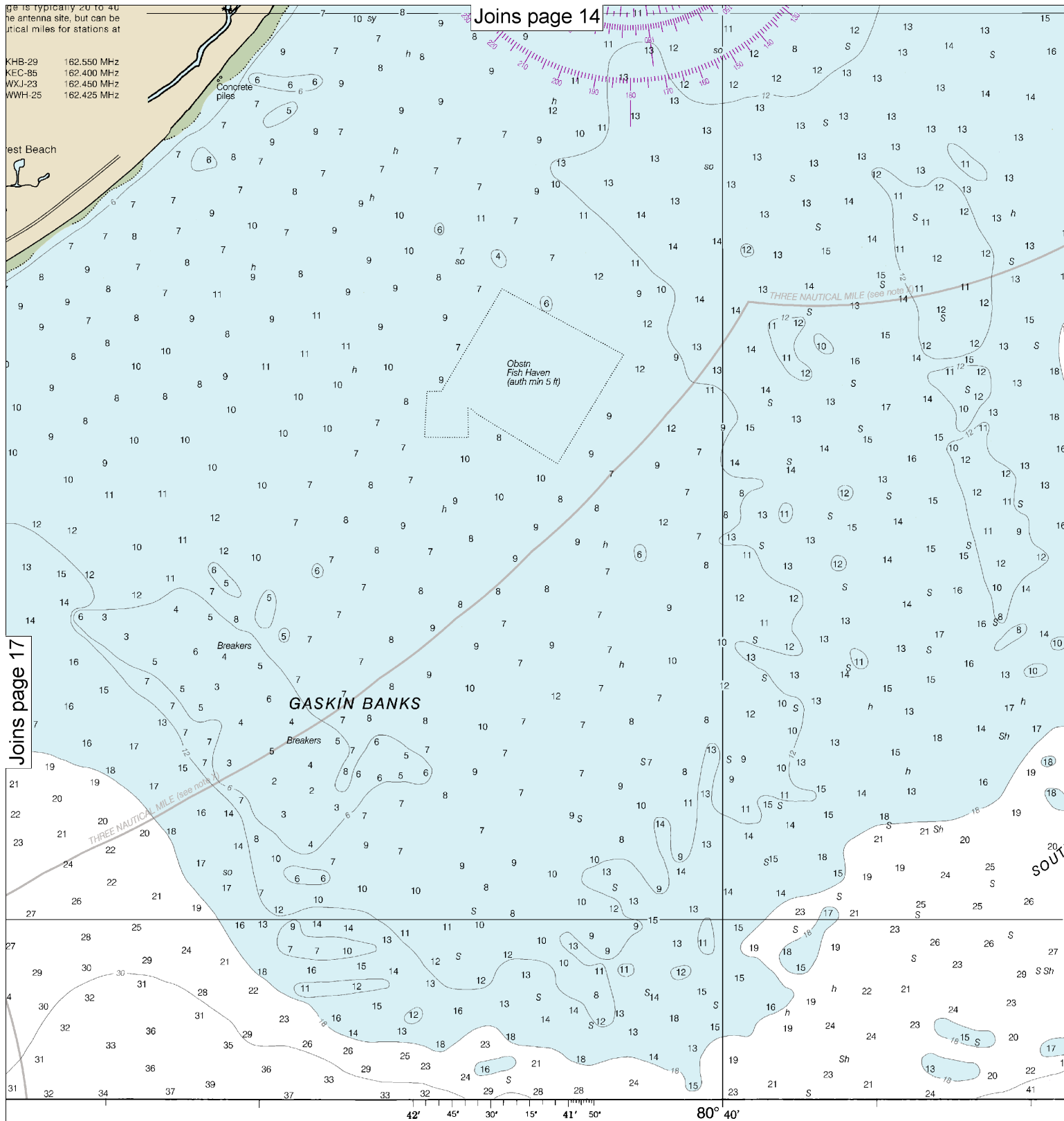
Joins page 13

Joins page 18

SOUNDING

Joins page 17

Joins page 14



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

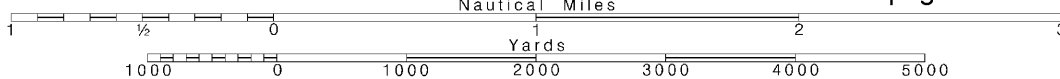
18

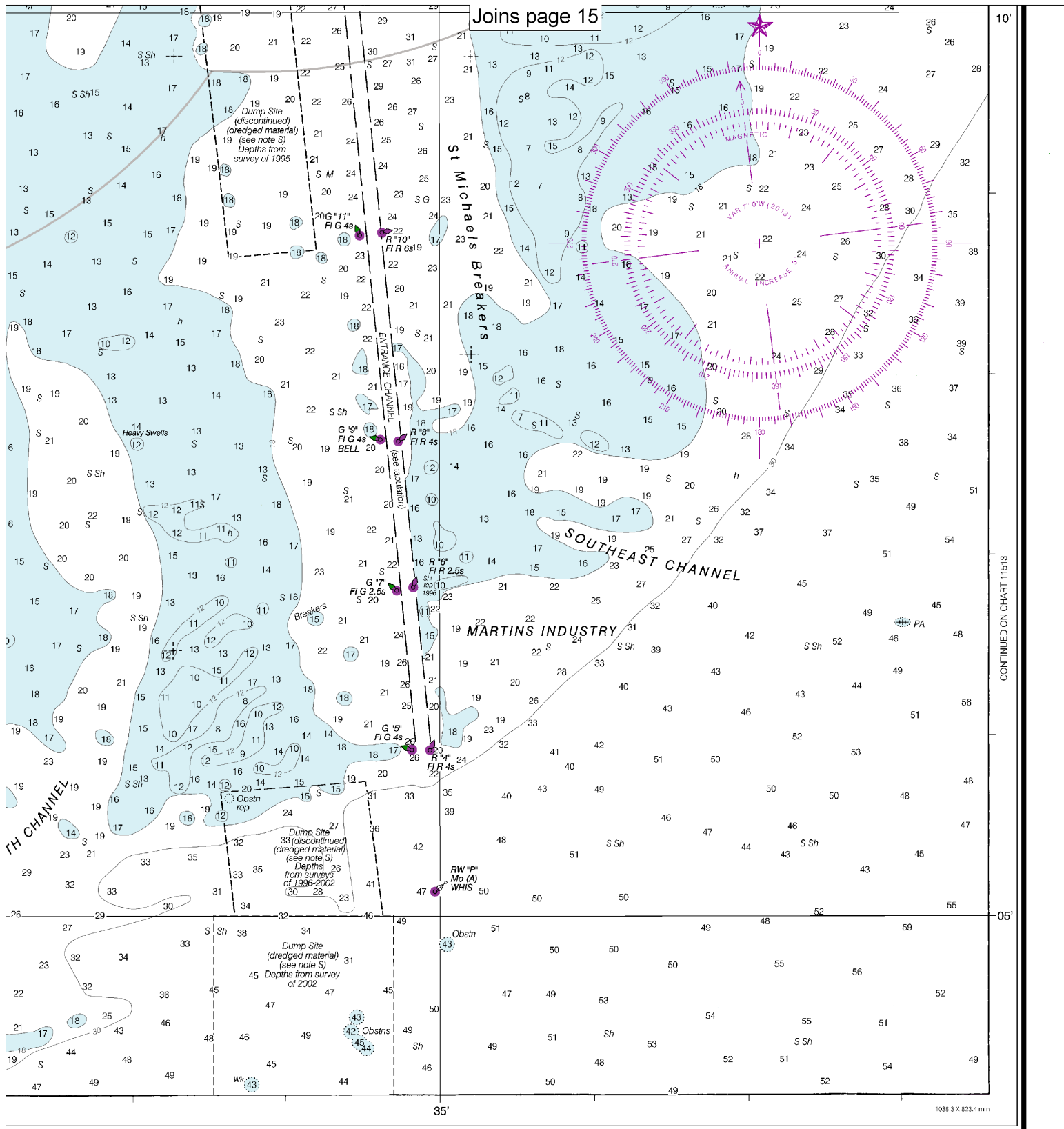
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Port Royal Sound
SOUNDINGS IN FEET - SCALE 1:40,000

11516



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.